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STANDARD OPERATING PROCEDURE 26 May 1966
NUMBER 50-3092-1

NON-EMERGENCY AIRCRAFT FIRE PROTECTION

1. PURPOSE: To establish responsibility and uniform understanding in the local base aircraft fire protection program under non-emergency conditions.

2. SCOPE: This SOP is applicable to all base personnel involved in aircraft traffic control, aircraft maintenance and aircraft ground support operations.

3. PROCEDURES:

a. The Control Tower Will:

(1) Advise the base fire department of all contemplated aircraft touch and go landings and low approaches.

(2) Advise the base fire department whenever an arriving aircraft commander makes a specific request for runway standby coverage in excess of the normal line standby vehicle.

(3) Control vehicle traffic as required.

b. Base Operations Will:

(1) Advise the base fire department, control tower, and transient alert of all non-scheduled aircraft arrivals and departures.

(2) Advise the above named sections at the earliest possible time of any changes which affect the arrival or departure of scheduled aircraft.

(3) Advise the base fire department when the nature or category of a scheduled or unscheduled arriving or departing aircraft is abnormal. If explosives or dangerous cargo is involved, the hazard symbol, and class code will be included if known. If a hospital air evacuation aircraft is involved, the number and category of patients will be included if known.

Supersedes: SOP 40-3092-2, 21 May 64, SOP 50-3092-1, 23 Mar 62, Operations Crash and Rescue Coverage For Air Operations, 22 Dec 61, Letter from D. G. [redacted] Request for Oil Fire Truck Standby, 24 Apr 62, Letter, DCM, Operating [redacted] inside Hangars at South Complex, 30 Apr 65, Letter, [redacted], Work Allowed while Tobing, 1 Oct 64. Letter, DCM, 12 Feb 64, Authorization to Refuel-Defuel in Hangar Complex.

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(4) Distribute a daily flying schedule. Unless advised of a change, the daily flying schedule concerning assigned aircraft will serve notice to all units concerned of take offs and landings times for these aircraft.

c. The Base Fire Department Will:

(1) Provide runway coverage for all departures, arrivals, or local area flying for all major aircraft including the assigned base helicopter.

(2) Provide runway standby coverage for any aircraft making touch and go landings, or low approaches.

(3) Provide in-station alert for all light aircraft arrivals and departures.

(4) Provide close-in fire guard protection for all engine starts involving four engine or larger aircraft, hospital air evacuation aircraft, and aircraft transporting class "A" or "C" explosives. A P-6 category vehicle is suitable for all engine starts.

(5) Provide emergency configuration runway standby coverage for arrivals or departures of aircraft transporting class "A" or "C" explosives and hospital air evacuation aircraft.

(6) Provide high risk area standby coverage as required by Paragraph h.

(7) Provide runway standby coverage during Cygnus aircraft arrivals or departures with three major fire vehicles plus support rescue equipment provided such coverage does not interfere with other mandatory coverage operations.

(8) Provide in-station alert for all reported aircraft engine runs inside of south complex hangar. Although fire vehicle coverage is not required for these operations, a senior fire department official should make random on the scene evaluations of such operations.

(9) Provide runway standby coverage with three major fire vehicles plus support rescue equipment for aircraft arriving or departing with Class "B" explosives on board if specifically requested by the aircraft.

(10) Provided no other mandatory fire vehicle standby operations are interferred with, the pre-flight engine starts and post flight shut-down of a cygnus aircraft operation should be monitored by the fire vehicle nearest the operation scene.

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d. The [redacted] Aircraft Maintenance Chief Will:

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(1) Arrange during weekends and holidays for at least one (1) fully qualified [redacted] Aircraft Maintenance Technician to remain in the "Area" in an alert duty status. The alert duty technician will offer advice or required assistance to security or fire department personnel on any abnormal Cygnus Aircraft condition encountered.

(2) Arrange during weekends and holidays for a fully qualified technician to remain in the immediate area of an operation whenever: Any energy using or producing device or system, including systems on the

aircraft and portable equipment placed under or near the aircraft are required to remain in operation. Security and/or fire department personnel will not be considered a qualified technician for this purpose and will not perform this duty.

e. Transient Alert Will:

(1) Provide close-in fire guard protection on all transient aircraft of less than four engines and assigned base aircraft of less than four engines when required.

(2) Provide vehicle traffic control facilities with the "follow me" vehicle, if so requested by the control tower.

f. Aircraft Ground Crew Personnel:

(1) Aircraft ground crew personnel will be responsible for standing fire guard with portable fire extinguishers during the following operations:

(a) Normal engine starts.

(b) Normal refuel or defuel operations.

(c) Other aircraft maintenance functions where the fire hazard potential is normal.

g. Teb Operations:

(1) All aircraft Teb service operations will require one close in fire vehicle standby for each system being serviced.

(2) Double Teb service operations will be performed only when identified as being absolutely mission essential by the senior maintenance area official on duty. Double Teb operations will not take priority over any other mandatory standby requirement.

(3) No other work will be accomplished on the aft section of an aircraft during a Teb service operation. The air craft crew chief will insure that all personnel except Teb and fire portection standby crewmen remain clear of the aft section during a Teb service operation.

(4) The only ground service equipment that may be attached to the aircraft during Teb service operation includes:

(a) Electrical ground power (nose wheel well)

(b) Hokanson cooling cart (nose wheel well)

(c) I.N.S. check ou cart. (adjacent to nose wheel well)

(d) Engine heaters.

(5) Aircraft pre-flight operations during Teb service operation are limited to the operations listed in a-h below. As a general rule, no more than three of these operations will be in progress simulteanously.

(a) Radio check.

(b) I. N. S. check out.

(c) Install P. E. gear.

(d) Set up cockpit switches for flight.

(e) Preflight instrumentation package in Q-Bay.

(f) Install Q-Bay hatches.

(g) Install battery and nose wheel well covers.

(h) Fill LN/2 system.

h. Aircraft Ground Service Operations Inside Hangars.

(1) No aircraft will be serviced with Teb, Liquid Oxygen, or Gaseous Oxygen while inside any hangar or Building #212.

(2) No aircraft refuel, defuel, or engine run will be performed inside Hangars 4-5-6-7-8.

(3) Aircraft will not be refueled or defueled while inside the South Complex Hangars or Building #212.

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(4) [redacted] Aircraft engines may be operated inside the South Complex Hangars up to 4,000 RPM. During all engine operations inside the South Complex Hangars, the doors in front and behind the aircraft will be open. The Base Fire Department will be notified of all engine operations inside the South Complex Hangars, however, fire vehicle standby is not required.

(5) Power runs above idle at the South Complex Hangars will be moved out on the ramp. After-burner operations will be performed on the South Pad.

(6) Aircraft at the South Complex Hangars requiring fuel, liquid oxygen, gaseous oxygen, or Teb service will be moved out on the ramp and stationed at the designated and specifically marked service points. (See Attachment #1).

i. High Risk Area Fire Truck Standby:

(1) When the base fire chief determines that the number and nature of aircraft ground service operations being performed in a given area creates a major fire risk potential, necessary fire vehicles will be dispatched to monitor the area. During high risk area standby, the fire vehicle will be positioned at strategic vantage points, rather than near individual operations. General location of these vantage points are as follows:

(a) South Ramp Area: The fire vehicle will be positioned so that all operations both in front of the south complex hangars and on the F-101 flight line may be monitored simulteanously.

(b) North Ramp Area: The fire vehicle will be positioned in the proximity of the north fly away pad so that all operations on the North and West ramps may be monitored simulteanously.

j. Restricted Aircraft and Aircraft Engine Ground Service Operational Areas:

Except required service on 500 Series Vehicles, no aircraft or aircraft engine ground servicing will be performed on the South side of the South Complex Hangars, South of Hangars 4 and 7, West of Hangars 6 and 7, or between Hangars 4-5 and 6-7. Operations in the listed areas would be out of sight of the High Risk Area Standby Truck.

k. Priority System for Close in Fire Vehicle Standby Requirements:

(1) The number of fire protection vehicles available are frequently exceeded by the number of concurrent close in standby requirement operations. A priority system is therefore necessary to assure proper fire protection to the most mission essential hazardous operations, first and the less essential hazardous operations subsequently.

(2) Close in fire protection standby is mandatory and the type of vehicle required is indicated for the following listed aircraft ground service operations and will be provided on a priority basis as follows:

(a) Servicing aircraft with Teb: Major Vehicle.

(b) Servicing of Teb carts: Major Vehicle.

(c) All engine runs on the south pad using military power or higher: Major Vehicle.

(d) Fuel systems calibrations: Major Vehicle.

(e) Normal four engine or larger aircraft engine starts: P-6 category vehicle.

(f) Abnormal refuels or defuels: P-6 category vehicle.

(g) Welding or solder operation: P-6 category vehicle.

(h) All other operations as received at the discretion of the base fire chief.

l. Fire Vehicle Runway Standby Points:

(1) Depending on the active runway in use, 14 or 32, the fire vehicle runway standby point will be located at either location 3 or 4 on the base fire department locator coordinates.

(2) If either the lake bed or inside runways should be active either singular or simulteanous with runway 14-32, the number of runway standby vehicles and the location will be determined by the base fire chief.

m. Emergency Incidents:

An actual emergency incident will take priority over any or all mandatory fire vehicle standby operations identified in this SOP. During

an emergency incident, at the discretion of the base fire chief any mandatory standby operation in progress will be terminated and no new operation will begin until the emergency incident terminates.

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Deputy Commander for Support

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Commander

GEL
GEL

South Hangar Complex Aircraft Servicing Positions

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